

**Testimony for the House Transportation and Infrastructure Committee
HB4630, HB4632, and related bills – April 30, 2013**

Mr. Chairman and members of the Committee, thanks for the opportunity to comment again on behalf of the National Motorists Association on the various bills related to vehicle registration fees. We have testified several times that we agree Michigan needs more revenue to pay for our roads.

We believe that significant increases to vehicle registration fees are not the proper way to go.

Registration fees are not proportional to road usage and would unfairly overburden many older vehicle owners and others who drive very few miles per year. We think it is unfair to raise registration fees by the same amount for an elderly driver who uses the roads for 3,000 miles per year, compared to average drivers at 12,000 to 15,000 miles per year, or myself who drives over 20,000 miles per year.

Registration fees are not proportional to fuel economy, so they contain absolutely no incentive to purchase more fuel efficient vehicles to reduce our overall needs for oil and other fossil fuels. This also means there is no incentive to reduce vehicle emissions with smaller engines to produce cleaner air.

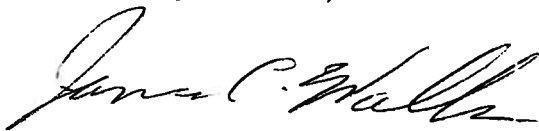
The National Motorists Association remains convinced the fair way to raise additional revenue for our roads is with increased fuel taxes which are directly proportional to road usage. They could be raised in several steps over a few years to correct for inflation since they were last set. And the increased revenue would be paid less painfully in small amounts at each fill up, not in one big jump at registration renewal.

Then we believe there should be built in adjustments for future inflation and for the increasing average fuel economy of the whole fleet. This will prevent critical shortfalls in the future like the one we have faced for the last decade.

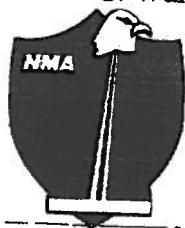
Lastly we agree we need a fair way to tax vehicles using alternative fuels. For example, pure electric vehicles could be taxed with separate electric meters for charging systems, just as is done today by DTE with separate meters for air conditioning systems that can be interrupted when demand is high.

I would be happy to answer any questions.

Respectfully submitted,



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